

FOR
SUTTON GARDENS
LONDON
OLD TOM GIN
COBRA BRAND
SOFT AS CREAM.
AGENTS:
BUMAN & BEEBLINGER.
[670]

Hong Kong Daily Press.

ESTABLISHED 1857

ON SALE.
THE
 DIRECTORY & CHRONICLE
FOR 1910.
Complete Edition ... \$10.00
Small ... 6.00
Agents in all the Foreign
Settlements throughout the Far
East.

No. 16,298. 第八十九百二千大萬一號

日三十月六二年二月

HONGKONG, TUESDAY, JULY 19TH, 1910.

二月

英語

PRICE, \$3 PER MONTH.

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PIANOS

ON HIRE

AT

\$10 PER MONTH.

TUNING AND REGULAR
ATTENTION INCLUSIVE.

S. MOUTRIE &
CO. LIMITED.

[634-1]

CHINA MUTUAL LIFE
INSURANCE CO., LTD.,
OF SHANGHAI

DIRECTORS AND OFFICERS.

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C. E. BURKILL, Esq.
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S. B. NEIL, F. I. A. Actuary.
A strong British Corporation Registered
under Hong Kong Ordinances and under Life
Insurance Companies' Acts, England.
Insurance in Force ... \$34,654,152.00
Assets ... 7,114,490.00
Income for Year ... 3,078,834.81
Total Security to Policyholders 7,833,952.53

LEFFERTS KNOX, Esq., Hong Kong, Can-
ton, Macao and the
District Manager, B. W. TAPE, Esq.,
District Secretary, Philippines.
[1472] ALEXANDRA BUILDING, HONGKONG.

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.

In Casks 375 lbs. net \$5.50 per cask ex Factory
11, Bag 250 lbs. net \$3.45 per bag ex Factory
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908. [1728]

DR. M. H. CHAUN,
DENTAL SURGEON,
33, QUEEN'S ROAD CENTRAL

1ST FLOOR, ROOMS 2 and 3. From the
University of Pennsylvania, U.S.A.
Telephone 126.
Hongkong, 27th January, 1910. [364]

SIEN TING

SURGEON DENTIST,
No. 10, D'AGUILAR STREET

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [432]

PEAK TRAMWAYS COMPANY
LIMITED
TIME TABLE.

WE'RE DATES.

7.00 a.m. to 10.00 a.m. Every 10 minutes.
7.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every 1 hour.
SATURDAY.
Extra Cars at 3.15 p.m. 11.30 p.m. and 11.45 p.m.
SUNDAY.
6.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 9.00 p.m. Every 10 minutes.
9.00 p.m. to 9.45 p.m. Every half hour.
NIGHT CARS at 4.45 p.m. & 9.00 p.m. 9.45 to
11.15 p.m. every half hour.

SPECIAL CARE by arrangement at the
Company's Office, Alexandra Building, Dan
Your Head Central, HONGKONG.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1902. [476]

LANE, CRAWFORD & CO.

(TELEPHONE 97).

TAILORING DEPARTMENT.

FLANNEL SUITS

FROM \$30.00

TROPICAL

SERGE and TWEED SUITS

FROM \$32.50

THE ABOVE ARE
SPECIAL VALUE TO CLEAR.

LANE, CRAWFORD & CO.

[123]

C. LAZARUS & CO.,

60 & 61, BENTINCK STREET,

CALCUTTA.

BILLIARD TABLES

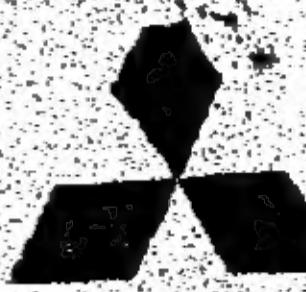
Manufactured in CALCUTTA of TIMBER which has been

THOROUGHLY SEASONED.

CATALOGUE AND PARTICULARS ON APPLICATION.

C. LAZARUS & CO., CALCUTTA.

ESTABLISHED 1857



MITSUBISHI DOCKYARD AND ENGINE WORKS.

AL. A.B.C., Western Union, and Engineering Code used.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Condensers, Stoves, Manganese Bronze,
and Parsons' Steam Turbines, etc., etc., etc.

AT NAGASAKI. Telegraphic Address, "DOCK" NAGASAKI.

Length on
Keel-Blocks
No. 1 ... 510 ft.
No. 2 ... 350 ft.
No. 3 ... 714 ft.
Breadth at Entrance
on Bottom.
27 ft.
24 ft.
34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OUHA-MARU," 716 tons and 12 knots speed, is always
ready at short notice.

AT KOBE. Telegraphic Address, "WADADOCK" KOBE.

Floating Docks!
No. 1. 7,000 Tons.
No. 2. 12,000 Tons.
Max. Length of Ship taken in. 460 Feet.
Breadth ... 66 " ...
" Draft ... 22 " ... 26 "

The Salvage Steamer "ARIMA-MARU" pumping capacity per hour 2,000 tons.
The Floating Sheerlegs, capable of lifting 40 ton weight. [689]

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.

NOTICES OF FIRMS

HONGKONG & SHANGHAI BANKING
CORPORATION.

DURING Mr. J. R. M. SMITH'S absence
on leave Mr. N. J. STAGE has been
Appointed Acting CHIEF MANAGER.
G. BALLOCH,
Chairman of the Court of Directors,
Hongkong, 16th July, 1910. [1833]

NAVIGAZIONE GENERALE
ITALIANA.

WE BEG TO NOTIFY that the above
Company CEASED to exist on the
1st inst., and that the Service hitherto kept up
by the Steamers of this Line has now been
taken over by the Steamers of the
SOCIETÀ ANONIMA NAZIONALE
PET SERVIZI MARITTIMI.

The Service of the Steamers on the India-
China run will be continued as heretofore and
the itinerary will undergo no modification.

CARLOWIL & CO.,
Agents.
Hongkong, 16th July, 1910. [1834]

LONDON FIRM is Open to undertake
for First Class Commercial Agencies, and
invites Correspondence (in confidence) to
"MERCANTILE" care of J. W. VICKERS
& CO., 5, Nicholas Lane, London, E.C., England.
[837]

WANTED.

A N. EXPERT TYPIST, with knowledge
of Shorthand preferred. When
applying please state salary required and
previous experience.

Apply to "TYPIST"
Care of "Daily Press" Office,
Hongkong, 14th July, 1910. [629]

STATE OF NORTH BORNEO.

TENDERS are invited for the lease of the
REVENUE FARMS in the STATE of
NORTH BORNEO from 1st JANUARY, 1911, as
set out hereunder:

Tenders will be received at the Office of the
Government Secretary, Sandakan, up to 12 o'clock
Noon, on the 1st day of October, 1910, for the
purchase of the exclusive privileges of the Farms
enumerated below for a period of 1, 2 or 3 years,
commencing on the 1st JANUARY, 1911.

The Farms above referred to are the OPIUM,
SPIRIT, GINGER, and PAWNEE FARMS
for the whole or part of the State. Copies of
the Forms of Contracts for the Farms and full
particulars of the conditions to be observed by
tenders may be seen on application at the
Office of the Government Secretary, Sandakan,
or of Messrs. GUTHRIE & CO., Singapore and
Penang, or of Messrs. GIBB, LIVERTON & CO.,
Hongkong.

The retail rates for Chancery fixed by Govern-
ment for the Opium Farm for 1911, 1912 and
1913 are those specified below:

For every 3 lbs packet ... \$0.142
" 4 " " 0.19
" 5 " " 0.24
" 6 " " 0.284
" 3 lbs receptacle ... 145
" 1 tub ... 450

Hongkong, 21st June, 1910. [1762]

FOR SALE

NOW ON SALE.

HONGKONG HANSAH REPORTS
of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session 1909.

REVISED BY THE MEMBERS.
PRICE - - - \$3.

DAILY PRESS OFFICE
Hongkong, 21st February, 1910. [1316]

FOR SALE.

REMAINING Portions of MARINE
LOTS 31 and 36 at PEATA EAST.
Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD
IN LOTS TO SUIT TENANTS OR
PURCHASERS.

MARINE LOT
N° 285

EXTENSIVE WATER
FRONTEAGE, DEEP WATER.

Apply to G. FENWICK & CO., LTD.,
ENGINEERS, &c.,
PEATA EAST, HONGKONG.
Hongkong, 8th June, 1906. [84-168]

60 CENTS PER DOZ.

DAIRY FARM CO., LTD.

142

GENTLEMEN: WE HAVE
SOMETHING TO SUIT YOU!

JUST UNPACKED A FINE STOCK
of Gentlemen's, HOSE (SOCKS) also HOSE
SHADES and Designs, also HOSE
STUD and SLEEVES, BUTTONS, Best
Quality of PEARL BUTTONS, WAIST
COATS and COATS, FANCY NECK TIES
and SCARFS, DRESSES, BLACK AND WHITE,
HANDKERCHIEFS, PLAIN AND HEM-
STITCH, COTTON and LINEN, DRESS
ING HAIR BEUSES and COMBS,
etc., &c., &c., &c.

HOOSAIN-ALL & CO.,
No. 14, Queen's Road Central,
Hongkong, 18th July, 1910. [707]

THE MANAGER

REASONABLE RATES.
WM. FARMER
Proprietor

1623]

"BOA VISTA"
(HOTEL SANITARIUM OF SOUTH
CHINA).

MACAO.

This Hotel is under European manage-
ment and most strict supervision as to
food, cleanliness and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous of
a few days rest and quiet.

Comfortable accommodation for travellers
paying a visit to the historical and picturesque

towns of Macao, Canton, Shantung, etc.

Macao is 40 miles south-west of Hongkong.

Two steamers (i.e. S.S. "Boa Vista" and "S.S. "Boa Vista" daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with

both these centres.

Telegraphic Address - "BOA VISTA".

For Terms, apply to THE MANAGER

1623]

GRACA & CO., LTD.

27, DES VERTS ROAD.

Dealers in

ASiATIC POSTAGE STAMPS AND
PICTORIAL POST CARDS.

JUST Received a Selection of POSTAGE
STAMP CATALOGUE for 1910.

Picture and Painting Books, Novels, Postage
Stamp Albums with Movable Leaf, Puzzle Post
Cards, School and Shopping Bags, Dolls, Toys,
Cigars, Cigarettes, &c

INTIMATION

A. S. WATSON & CO.,
LIMITED,
ESTABLISHED A.D. 1841,
CIGAR MERCHANTS AND
TOBACCONISTS.

CIGARS

CONDITION is next to QUALITY, the most essential requisite of a Cigar. Our Warehouse in Stanley Street contains specially fitted Drying Rooms for Maturing Cigars, and in the Dispensary itself the same idea is carried out on a smaller scale by the installation of drying cupboards.

Any Cigars purchased from us have therefore the advantage of being in FINE CONDITION.

We Stock all the Best Known Brands, as well as the following, which are Manufactured solely for us:

LOLITAS - PER BOX OF 50. \$5.50
An exquisite smoke.

EL TAMARINDO, GRAND
ROYAL - PER BOX OF 50. \$4.00
A very fine Cigar.

A. S. WATSON & CO.,
LIMITED,
ALEXANDRA BUILDINGS.

claim incoherently on sex equality. Much nonsense is talked on the subject, and incidentally some unhappiness is occasioned by ignorant women absorbing doctrines they are unable to assimilate. It may be argued that that is inevitable in all reform. That is true without doubt, but it does not incline public opinion in favour of the extension of the franchise meantime. Even Australia, which has never been slow in experimental legislation, is divided on the subject of giving women the vote. The fear, frequently expressed in the Commonwealth, is that they would fall under the influence of the priests. The fear may be well founded or not, but it serves to illustrate the necessity for having an electorate which shall be as free as possible from all influences which detract from an impartial consideration of the political questions involved. Many women of brilliant intellect have rendered service to humanity, many are doing useful work which can only be accomplished by members of their sex, but withal they have their limitations as men have. They have not yet developed the political faculty. It may come.

It is trite, of course, to say that women are less logical than men, yet it is true nevertheless. Women's quickness of perception and readiness of sympathy may serve admirably in the ordinary affairs of life, but in the body politic different qualities are essential. A breadth of mind and wideness of vision are required for a proper appreciation of the large problems which are discussed in Parliament. These attributes may be developed through being exercised, but in the circumstances a feeling of doubt is justified, and the Legislature in hesitating to undertake an experiment fraught with such immense risk is not deserving of blame. So far as the measure recently before Parliament is concerned it would seem that its promoters were satisfied if an academic discussion was permitted. This is what has happened. The Bill has been read a second time, but "in view of the exigencies of other Parliamentary business and their own announcement of their decision not to prosecute contentious legislation, the Government could not afford any further facilities for the Bill this Session. The Government recognise that the House ought to have opportunities, if that is their deliberate desire of effectively dealing with the whole question, and, of course, the debate may be expected to throw an instructive light on Parliamentary opinion both in regard to the Bill and to other proposals." The statement of the Premier shows that the subject is not likely to come up again this session, but it is certain that we shall hear of it later.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for cash.

Telegraphic address: PRESS.

Code: A.B.C. 5th Ed. Letter.

P. O. Box, 84. Telephone No. 12.

BIRTH.
At 150, Magazine Gap, on July 17th, Mrs. F. C. MASON HUBLEY, 80. [839]

MARRIAGE.
On July 11th, at Holy Trinity Cathedral, Shanghai, Captain PHILIP BENNETT, of the C. N. S. SHIPMENT, to PHOBIE BAKER, of Sydney, New South Wales.

HONGKONG OFFICE: 104, DES VIGNES ROAD, C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 19TH, 1910.

In the absence of more detailed information from Home Office's recent cables announcing the introduction in the House of Commons and subsequent shelving of the Women's Suffrage Bill leaves us in doubt as to the precise nature of the proposals submitted. All that we know is that the Bill provided for the extension of the women's Municipal franchise to Parliamentary franchise. At present women, with the necessary property or rate-paying qualifications, are entitled to vote at municipal and county council elections, but for Parliament they are ungloriously bracketed with the list of aliens, idiots, lunatics, infants, peers, convicted felons, bankrupts, paupers, and others who are disqualified, and naturally the more advanced resent this classification and demand that representation should not be withheld where taxation is paid. Doubtless some extension of the franchise will be granted at some later period, but there can be no denying the fact that the time for this concession is not yet ripe.

The demand for women's suffrage is not by any means general. Admittedly it is growing, but it must be recognised that the present agitation is "engineered" by enthusiasts or fanatics who

showed one case of plague (fatal), nine of cholera (six fatal), and four of enteric fever (two fatal).

Forstaling a quantity of opium pipes from a house in Aberdeen Street Mr. J. R. Wood at the Magistracy yesterday sentenced a native to three weeks' imprisonment and four hours' stocks.

The editor of a local Chinese newspaper appeared before Mr. J. R. Wood at the Magistracy yesterday on a charge of being in unlawful possession of a quantity of opium. He was fined \$120, the alternative being two months' prison.

At the Magistracy yesterday Mr. Wood passed an exemplary sentence on a thief who smothered a child from a child near the Ko Shing theatre. The defendant was sentenced to one year's imprisonment, six hours' stocks and twelve strokes of the birch.

A Chinaman appeared before Mr. J. R. Wood at the Magistracy yesterday on a charge of entering a passenger's cabin of the Shu On and stealing a jacket. Defendant, who said he was under the influence of liquor, was discharged with a caution.

The death has occurred of Rear-Admiral John Casement, who, while serving as a Lieutenant in China in 1884, jumped overboard and saved a seaman in Amoy Roads, for which gallant action he received the bronze medal of the Royal Human Society.

The attack by pirates on the Portuguese possession at Colwan in parallelled near Vladivostok. Following an attack by Chinese pirates on a Russian settlement near Vladivostok, torpedo-boats went in pursuit and captured three junks with thirty men.

Manila was to be treated to an aviation fest last Sunday afternoon by Mr. Edward Marill, mechanist connected with the Estrela del Norte garage, who would attempt to leave the ground for a flight in an aeroplane which he has constructed.

The return of visitors to the City Hall Library and Museum for the week ending the 17th July, 1910, shows that of non-Chinese there were 316 to the Library and 124 to the Museum, and of Chinese 136 to the former and 2,019 to the latter. The Library was, therefore, used by 452 persons and the Museum by 2,203.

Lieut. Colonel Sir Matthew Nathan (Secretary of the Post Office) inspected Waring Soontor corps in the quadrangle of the War Office on 11th ultimo. The corps consists of youths who were formerly telegraph messengers, but who, on reaching the age limit, left the service of the General Post Office, and entered that of the firm of Messrs. Waring & Gillow, Limited, of Oxford-street, who raised and equipped it.

Owing to a big windstorm on Sunday night at Nanking one tea-house and the temporary shelter of the Manchurian Zoological Exhibits were badly damaged. Ten Chinese were injured. They were immediately taken to the Expedition Emergency Hospital and promptly attended by Chinese and foreign doctors. No damage was done to the exhibits and the injury to the building was confined to a few skylights.

Mr. Albert Edward Bee died suddenly at the General Hospital, Shanghai, last Wednesday. He was in his forty-ninth year. Born in Glasgowshire, he was at one time a member of the theatrical profession and came to Shanghai with one of the Bandmann companies. For some years past he has been in the service of the Astor House Hotel Company and his kindly and obliging disposition found him many friends who will receive the news of his death with genuine regret.

The pawnbroker, as is well known, is a friend to the needy, that is, if they have any article of value to pawn. On anything sizable cash can be realised at the rate of three halfs, but seldom, if ever, do we hear of money being pawned. Such a transaction, however, came to light in the kidnapping case of the Sessions yesterday, and judges and Court were a broad smile when they were told by the prisoner that he had pawned \$35 for a dollar. It appears that the prisoner intended entering a company where a lot of money was a dangerous thing, and decided, before paying his call, to put his funds in safe custody. Truly, the ways of the heathen Chinese are peculiar.

It is stated in Peking that H. I. H. Prince Pu Ting, the President of the Board of Agriculture, Industry and Commerce, has determined to open an Industrial Exposition in Peking next year for the purpose of developing the national industries.

Before Mr. Hallifax at the Magistracy yesterday a Filipino was arraigned on two counts of stabbing Chinese in Queen's Road East. The charges were proved and the defendant was sentenced to six weeks' imprisonment on each charge.

A fifteen years old boy appeared before Mr. E. R. Hallifax at the Magistracy yesterday charged with cutting a gold earring off a girl's ear with a pair of pliers. He was sentenced to 48 hours' detention and twelve strokes of the birch.

A native was charged before Mr. Hallifax at the Magistracy yesterday with attempting to break open a show case at 269, Queen's Road Central, and with having house-breaking implements in his possession. On the first charge he was sentenced to one month's imprisonment, and on the second to fourteen days and six hours' stocks.

When Moosa Ebrahim was discharged from prison on Saturday, having completed the sentence passed on him by the Court for offences under the Bankruptcy Ordinance, he was arrested by Sergeant Wills and placed before Mr. E. R. Hallifax at the Magistracy on another charge of obtaining goods by false pretences. The Sergeant said the Crown Solicitor wished the case withdrawn, and prisoner was discharged.

The health return for the Colony last week showed one case of plague (fatal), nine of cholera (six fatal), and four of enteric fever (two fatal).

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TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1884.]

[DAILY PRESS EXCLUSIVE SERVICE.]

"MONGOLIA" REFLOATED.

TOKYO, July 18th.

The "Mongolia" was refloated on Sunday night and arrived in Yokohama undamaged.

[DAILY PRESS EXCLUSIVE SERVICE.]

KING'S APPRECIATION OF THE ARMY.

LONDON, July 17th.

Their Majesties the King and Queen have returned to London from Aldershot.

The King has addressed a message to General Smith Dorrien in which he expressed his satisfaction at the fitness, zeal and keenness of the troops. His Majesty added that he intended to make the visit an annual one.

CONTINENTAL APPRECIATION OF PREMIER'S STATEMENT.

LONDON, July 17th.

The official "Nord Deutsche" rejoices at Mr. Asquith's clear recognition of the real motives of Germany's naval expansion and hopes that the question of armaments will be calmly and dispassionately discussed and that the future relations of the two peoples will correspondingly improve.

The Austrian newspapers hail Mr. Asquith's statement with delight, especially the admission that Germany is as equally entitled as Britain to increase her army.

KAISER AND THE TURF.

LONDON, July 18th.

The "Standard" states that the Kaiser, who has hitherto held aloof from horse racing, has become the patron of the principal turf club in Germany exercising authority throughout the country.

THE COMPETITION OF ARMAMENTS.

LONDON, July 18th.

Mr. Lloyd George, speaking at the Bankers' Dinner, referred to the increase in naval expenditure which, he said, was mainly due to the insane competition in armaments. All nations seemed to be affected by the epidemic of prodigality. Weled, but we had the excuse that we had the greatest Empire to defend.

AERIAL MILITARY MANOEUVRES.

LONDON, July 18th.

The German Army airship war manoeuvres began to-day. Three airships are participating in making extensive reconnaissances.

[FROM THE "MANILA COMMERCIAL."] THE TOWER OF PISA.

July 14th.

The leaning tower of Pisa is in a state of collapse.

The leaning tower of Pisa is one of the famous landmarks of Italy. It is the campanile or bell tower of the cathedral, built in the year 1063 and restored at the beginning of the seventeenth century. The tower is perfectly round. Though the walls at the base are thirteen feet thick at the top about half as much they are constructed throughout of marble.

The basement is surrounded by a range of semi-circular arches supported by fifteen columns and above this rise arched with thirty columns each. The eighth story, which contains the bell, is of much smaller diameter than the rest of the tower and has only twelve columns.

It is thirteen feet eight inches out of the perpendicular and from this fact gets its name. It is 183 feet high. It is believed that the architects did not intend it to stand in this oblique position, but it is assumed it while the work was in progress.

SUPREME COURT.

Monday, July 18th.

IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PIGOTT (CHIEF JUDGE).

ATTEMPTED ARMED ROBBERY.

Wong Sin and Choi San were arraigned on a charge of armed robbery.

Prisoners pleaded not guilty and the following jury was empanelled:-

W. T. Stobling (foreman), A. J. de C. Roche, T. J. Richards, D. T. Stol, A. J. Burley, J. B. Scott and W. Taylor.

SHIPPING NOTES.

A proposal has been submitted to the Imperial Government from Ottawa for creating a joint tribunal to regulate ocean freight rates. America, although her trade does not suffer to the same extent as our own from the operations of the Shipping Kings, is stated to be in sympathy with the Canadian Government's scheme. Our own Government, paralysed by the hasty conclusions of the recent Royal Commission has not so far made any definite response to the proposal.

It is satisfactory to learn on the authority of the directors of the Indo-China Steam Navigation Company that a better condition of affairs now prevails in the China Shipping trade. In the last report it was stated that the extreme depression which had so long hung over this trade showed signs of passing away, and although the revival, which was manifested last summer, suffered a disappointing check, the past year's accounts show considerable improvement. In the previous year the accounts disclosed a loss of £33,255, and to meet this and £55,553 for depreciation of the fleet, £30,000 had to be taken from underwriting account and £10,000 from general reserve fund. The present revenue account, however, shows net earnings from the steamer of £66,565, and with £10,000 from underwriting account and £15,152 brought forward the credit balance amounts to £91,753, and after providing for outgoings, allocating £55,553 to depreciation and writing off £4,000 off expense of debenture issue, there remains £7,537 to be carried forward. This is a distinct improvement on the previous year, and it is encouraging to know that recent reports from China have been better than for some years past, and if the improvement is maintained more satisfactory results should accrue from the present year's working.

The *Mexico-mara*, a freight and passenger steamer, was successfully launched by the Mitsu Bishi Dock-yard and Engine Works on Sunday, the 3rd inst., although the weather conditions were such during the greater part of the day as to render a postponement probable. Mr. Nakahashi, President of the Osaka Shosen Kaisha, christened the vessel, and as she entered the water the vessels and launches in harbour gave the usual greeting with their sirens and the spectators cheered her progress. The *Mexico-mara* was one of six steamers ordered by the Osaka Shosen Kaisha for its new service to Tacoma. Three have been built at the Kawasaki Dockyard, Kobe, and the others were ordered from Nagasaki; one of the latter, the *Panama-mara*, is already in service and the third will be launched in December and completed for sea next April. These steamers are only a great addition to the Osaka Shosen Kaisha's fleet, but also mark the development of the Japanese merchant marine. The *Mexico-mara*, when completed, will be of the following dimensions, etc.:—Length, 409 feet; breadth, 51 feet; depth, 32.6 feet; gross tonnage, 6,000; indicated horse-power, 4,500; speed, 15 knots. The engines will be triple expansion with surface condensers and the vessel will be fitted with twin-screws. Accommodation is provided for eight first-class and 180 steerage passengers. The vessel was laid down on December 1st and the vessel will be completed for sea on October 15th.

Sir William White, during his recent visit to the United States, was duly interviewed, the talk running largely upon the new White Star liners and the doings of the express Cunarders. The former chief constructor is reported as laying stress on the fact that nowadays it is not so much a question of building big ships as of finding docks and ports large enough to accommodate them. This, of course, is the reason why the *Olympic* and the *Titanic* are going to the deepened port of Southampton, and why the *Lusitania* and *Mauritania* are not altogether comfortable at Liverpool. Sir William White thinks the engines of the Cunarders are probably not the last word in turbine construction, "as they are talking of still greater ones." He points out that if it had been decided to put reciprocating engines into the *Mauritania* much bigger shafts would have been needed, and their manufacture would have been a serious matter. "In fact, the reciprocating engine is getting to a point where there are serious manufacturing difficulties in the way." High speed, as is well known, is not to be the distinguishing feature of the White Star Leviathans. Noting that they are to be of about the same speed as the *Oceanic*, Sir William White is described as saying: "The late Thomas Ismay would have got the same results with the *Oceanic* that have been attained by the *Mauritania* if the British Government had cared to give him the subsidy required, which the Cunarder got later. He told me that, if with the *Oceanic* he went in for unusual speed, it would not be worth while, unless he took off twelve hours from the five-and-a-half day record of the *Lusitania* and *Campania*." At that time, of course, there was no North Atlantic combine to give the Government the necessary stimulus, and the White Star have adhered to 21 knots as working speed ever since.

The House of Commons counts a pilot among its members in the person of Mr. Joyce, the representative of the city of Limerick. To him fell the duty of presiding at the annual conference of the United Kingdom Pilots' Association at Harwich, death having robbed the organization of its president, Commander Cawley. The fact that a departmental committee is at present inquiring into the grievances of pilots as a body somewhat narrowed the scope of the discussion. But one or two topics remained to be debated, among them the reappearance of the alien pilot, against whom legislation was recently framed. He has, it seems, turned up again in the guise of a naturalized British subject. The circumstance has been duly impressed upon the Government. With the tendency to

big ships and fewer ships it is probable that the area of employment for pilots does not increase. On the other hand, there are signs that the principle of compulsory pilotage—the obligation to take a pilot in certain waters—is in process of being undermined. At present if a ship causes damage solely owing to the negligence of the pilot, the shipowner is free from liability. British shipowners have now agreed to give up that privilege, if such it be, in order to bring our law into conformity with that of the majority of maritime countries. The pilot would thus escape his present personal liability, but it does not seem to have struck him until lately that the abolition of any obligation to employ him might be the easiest way of securing international uniformity. The need of being prepared against such a contingency was naturally one of the topics discussed at the conference.

Much has been done towards assuring the comfort of the traveller in tropical countries. But the mosquito has hitherto remained a pest to be reckoned with, and even to be feared, in view of his deadly mission as a carrier of malaria. In the circumstances, a good deal of interest attaches to the effort which Messrs. John Holt & Co. (Limited), of Liverpool, are making in connection with the provision of what may be called mosquito-proof vessels for their West African trade. One of them, the *Jonathan Holt*, recently launched by Messrs. William Hamilton & Co., of Port Glasgow, may be taken as typical of the new endeavour. Practically every air aperture is fitted with special coverings of closely-worked copper gauze. The port-holes, for instance, have the ordinary glass door, but there is another door of copper gauze which may be brought into use in tropical climates, and, while allowing the free ingress of fresh air, offers an insuperable barrier to the mosquito. This principle of providing what may be called double doors applies right through the ship, and extends even to the sleeping quarters of the crew. In a sense, of course, it is a form of application of the mosquito net, but its use implies, or should imply, the exclusion of deadly insects, not merely from the immediate person of the voyager, but from the apartment which he occupies. It appears that last year a mosquito-proof equipment was placed on a small steamer built for Messrs. Cannell, Laird & Co., for work on the River Niger, and it proved very successful in securing the improved health of those on board. Messrs. Holt & Co.'s shore staff have also experienced the benefit of the application of the principle to a residence built for their accommodation. It is not surprising that the time is considered to have arrived for further experiments in behalf of those whose business takes them to mosquito-ridden countries.

KULANGSU (AMOY) MUNICIPAL COUNCIL.

Minutes of a meeting of the Council, held at the Board Room, on the 28th June, 1910:—

Present:—Messrs. W. Kurn (Chairman), J. S. Fenwick, C. Lee, Lim Neo Kar, J. Mencarini, K. Trudzinska, the Health Officer, and C. Berkeley Mitchell, the Secretary.

1.—A despatch is read from the Consular Body enclosing correspondence which has passed between the Senior Consul and the Chinese authorities regarding the removal of water from Kulangsu to places outside of the Settlement. In reply it is decided to inform the Consular Body that the Council is desirous of meeting the wishes of the Chinese officials in this matter as far as possible, and therefore request the Senior Consul to communicate the following to the Haikouing:—

(a) That, as nearly all the foreigners on Kulangsu derive their water supply from private wells, the question hardly affects them, and the proclamation has therefore been issued principally in the interests of the Chinese residents with in the Settlement.

(b) That the proclamation issued by the Council on the 20th inst. prohibiting the removal of water from all wells to places outside the Settlement, be modified as follows:—

Water for Army may be taken from the wells at Pak-tia, below Mr. Marshall's house, owned by Ng Iai, and from those under the trees at Le-hoo-choh, owned by Ng Nai Chon, but from these *seules* alone. From all other wells the prohibition stands good. Further, the Council considers that as this is only a temporary measure, and not likely to last long, it will be quite fair for the Haikouing to make such arrangements with the owners as will ensure that all water boats from Amoy obtain their supply from these wells, and not limit the use of the wells to two or three boats so as to create a monopoly.

(c) In this meeting the wishes of the Chinese in Amoy, the Council desires to record that they in no way forfeit their right to prohibit the removal of water from all wells on Kulangsu whenever the Council considers such a course necessary in the interests of the inhabitants of the Settlement.

The Council is prepared to issue, if the above meets with the approval of the Consular Body and the Chinese officials, a modified proclamation accordingly.

3.—Correspondence which has passed between Mr. Lim Hook Siew and the Council, concerning blasting, is read.

4.—A letter from Mr. Lim Pi Sin, concerning the erection of a private telephone wire to connect his house with the house of a relative, is read. He is to be requested to furnish the Council with a plan showing where he proposes to erect his pole.

5.—Ten days' leave of absence, on urgent private affairs, is granted to the Secretary.

6.—The Council proceeded to view the site on the Bund the Amoy Tanning Co. propose to erect on the water front at their premises, and the site of a house for which Mr. Lee Soo Tong has applied for a building permit.

7.—The Capt. Supt. reports that the following cases have been dealt with at the Mixed Court since the meeting on the 14th inst.:—

Summons—Debt, 3; assault, 3; throwing

stones, 2; breach of prison regulation, 2;

failure to comply with the Municipal proclamation concerning the removal of water, 3; Summons—assault, 3; breach of opium regulations, 4; attempting to remove water from the Settlement contrary to Municipal proclamation forbidding same, 2.

PARIS LETTER.

[WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS".]

June 17th.

THE SUNKEN SUBMARINE.

Not until next Sunday, by which time the remaining bodies in the submarine *Pluviose* will have been taken out, will it be possible to decide upon the date of the funeral, which is to be a very imposing affair. The raising of the vessel has been no easy matter, and the delays which occurred have since proved unavoidable. In fact, no salvaging operations could have been carried on more satisfactorily in the opinion of the Minister of Marine, who during the greater part of the time superintended the work. Of the twenty-seven victims—all married men with families—only one, so the doctors established, was alive six days ago. What a terrible living death for this man; his other comrades practically died at their post instantaneously. The damage done to the submarine by the *Pass-de-Calais* mail-boat was very extensive, and allowed of no possible escape. The task of extricating the bodies is one of extreme difficulty and peril. Fleet Surgeon Savidax allows no one but himself to attempt it. Clad in a diver's dress, but without the helmet, and with white rubber gloves on his hands and a red woolen cap on his head he is the first everywhere, followed by a hospital quarter-master as assistant. In spite of the disinfectant, the smell is most overwhelming, while the spectacle of the decomposed bodies is horrible. Scenes of simple heroism similar to those which marked the salvage of the *Pluviose* are constantly recurring. On Dr. Savidax insisting on penetrating yesterday the recesses of the submarine before the water had left it, Commander Amet pointed out to him that he was risking his life. "But I must go down," was the quiet reply. "You shall not go down until I allow it," retorted the Commander. Twenty-seven victims are quite enough." Dr. Savidax and his assistants—all three of whom are above praise—are certain to be most handsomely rewarded for their devotion and bravery. There appears no reason why the *Pluviose* should not be subsequently rendered thoroughly serviceable again. The submarine ought to be rechristened; its new crew will again in all probability be Calais men, who have but one desire, to serve their country at the risk of their life, as their unfortunate comrades have just done so heroically.

POLICE TO STRIKE.

Will there be a policemen's strike? The Government by showing itself more considerate towards the agents, and increasing their pay, will avert trouble. Policemen if they have their faults—as other mortals have also their excellent qualities. They are very much underpaid actually in return for their services; they do not wish to come out on strike, but only agitate for a rise which is certainly due to them. A Paris agent or policeman of the third class receives a salary of only 1,900 francs; if he belongs to the second class he earns 2,200 francs; and when he is promoted to the first class, his salary is only a miserable 2,300 francs a year. After twenty years' service in the force, he becomes entitled to the maximum salary of 100 francs more, or 2,400 francs. Had to think that the latter represents the marshal's baton of the service in France. Every member of the force is, in addition, allowed a sum of 150 francs per annum for the purchase of his uniform. But this amount, as may readily be imagined, is notoriously deficient for the price of the uniform has greatly increased within the past few years. Each policeman must have two change of uniform, one for the summer, and the other for the winter. He wears his uniform nine hours a day, in the rain, sunshine, mud and snow. No material could possibly resist such usage. The *sergents de ville*, or agents, as they prefer to be called, therefore petitioned the Municipal Council for an increased allowance of another 30 francs for the purchase of their uniforms. They have also asked for a minimum salary of 2,100 francs rising to 2,200 francs at the end of five years' service, 2,300 after nine years in the force, and 2,600 francs when the agents have been at least twelve years in the service of the Prefecture. For 6 francs a day when he is young, and 7 francs when he is old, the Paris policeman has to serve as a target to the *Apache* or hooligans, render help and succour to the public, night and day, winter and summer, accept during noisy manifestations the blows intended for the Government, and defend the existing régime against the disturbers of the peace and mischief-makers of all kinds. Nor is this all, for he must submit to an unquestioning discipline, and over remain silent. Under such hardships, one cannot describe the claims of the agents in Paris as exaggerated. Taken all round, they are patient, good-natured and honest individuals, they are at all times ready to sacrifice their lives. If you want to form an accurate opinion as to the worth of the Paris police, simply call at the Prefecture and look at the roll of honour on the wall. There you will find a long list of those who have sacrificed their lives to duty, in defence of their fellow-citizens—all for a shameful pittance. Parisians being good-hearted are grateful for what the police do for them. Whatever the *agents* are, they are to be pitied.

THE FORTSMOUTH OF FRANCE.

The eye of the authorities has been rudely opened to the insufficiency of the defences of Toulon—the Portsmouth of France—by the blockade of that town by a hostile fleet, and the result of the naval manoeuvres. The state of things in fact appears to be so bad that the authorities decline to furnish any information. When a torpedo-boat is able to make its way into the roadstead unperceived, and then torpedo three ships of the defending squadron, it is time investigations were made. No wonder official circles are amazed.

THE YUNNAN RAILWAY.

The *Opinion*, a newspaper at Saigon, calls attention to the fact that the famous railway from Tonkin to Yunnan has done but little for French trade. So far, all business with Yunnan does not bulk large, and the railway has not furthered French commercial interests. But a British syndicate intends to lay wire through the *Opinion* boldly remarks that, should success attend the syndicate, it will show the folly of France in wasting millions upon this railway to benefit her commercial rivals.

LATEST STEAMER MOVEMENTS.

The L.G.M. str. *Prinz Luitpold*, carrying the German Mail with dates from Berlin of the 29th ultimo, left Colombo on the 16th instant p.m., and may be expected here on or about the 27th instant a.m.

The P. & O. S. N. Co.'s str. *Nubia* is expected to arrive at Penang on the 19th instant, at 6 a.m.

The P. & O. S. N. Co.'s str. *Perseus* is expected to arrive at Penang on the 31st instant, at 6 p.m.

The Apur str. *Lighthill*, from Calcutta left Singapore on the 17th instant afternoon, and may be expected here on or about the 22nd inst.

The Eng. Hok Fong S.S. Co.'s str. *Perseus* sailed for Guayaquil, Mexico on the 14th inst.

July 1st.—The Capt. Supt. reports that the following cases have been dealt with at the Mixed Court since the meeting on the 14th inst.:—

Debt, 3; assault, 3; throwing

stones, 2; breach of prison regulation, 2;

failure to comply with the Municipal proclamation concerning the removal of water, 3; Summons—assault, 3; breach of opium regulations, 4; attempting to remove water from the Settlement contrary to Municipal proclamation forbidding same, 2.

money in other directions, and by so doing it will be possible to do more for such courageous custodians of the peace.

TO COMMEMORATE KING EDWARD.

There is no great step between La Rue Royale and La Rue Edward VII. It has been proposed out of respect and esteem for the late King to identify permanently the name of King Edward with one of the Paris streets.

The original proposal was to rename a somewhat obscure thoroughfare, in the region of the Place du Châtelet, which debouches, as the French say, or leads into the Avenue Victoria—called after his mother—and situated opposite the Châtelet Theatre, by the site of the Theatre Sarah Bernhardt. Something better was needed and has been found. The tradesmen and others living in the Rue Royale—leading from the Church of the Madeleine to the Place de la Concorde—have asked the City Council to give the name of England's dead King to the handsome, busy and prosperous Rue Royale. No higher compliment could Paris confer upon the Monarch whose early associations are so closely connected with "La Ville Lumière." The final word of course rests with the Municipal Council, which body is expected to accede to the tradesmen's request.

WOMEN'S SURFACE.

M. Jean Finet, the talented director of La *Revolte*, contributes a brilliant article on the Women's Suffrage movement in which he expresses the belief that the reform is near which will give women the vote at Parliamentary elections. In any case, he remarks, they are almost certain to have the municipal franchise within a few months. What will they do with their new power? he asks. M. Finet hardly dares to tell us, though he solemnly declares that the ill from which Parliamentarianism in France is suffering is the absence of the sex from the ballot-boxes. It is a new reading of the signs of the times, evidently flattering to the perspicacity and political sense of the "beaux sexe." Certain it is that women continue to give triumphant examples of their capacity and industry in every walk of life. Nor are they backward in inventiveness. M. Finet tells us that sixty or seventy inventions a year are contributed by women, some of them of a very ingenious sort and inspired generally by their daily needs, such as improvements in dress, and so on.

PHONOCOPIGRAPHIC MUSEUM.

The French Anthropological Society, continuing its campaign in favour of the establishment of a Phonocigraphic Museum, is gradually adding to the interesting collection of nearly 500 cylinders offered to it by Dr. A. Aronson. These include records of the languages and idioms spoken all over the globe, "phonograms" of conversations in the language of the Laplanders, contributions by Kaffirs, and the natives of the Soudan and Dahomey, improvisations by Amanito, Chinese and Japanese poets, Russian and Polish choruses, and many other curious and interesting specimens of the spoken word. The phonographic cylinders deposited in the vaults of the Opera by Dr. A. Aronson.

Anthropological Society, and among the most recent additions to the records of those attached to the Académie Nationale de Musique et de Danse are discs reproducing the voices of Noté, Dalmas, Mlle. Braval, Mlle. Grandjean, and Mlle. Hatto. All these well-known singers have willingly sung for posterity without expecting any remuneration. But when one of the oldest "pensionnaires" at the Opera was asked to do likewise, he replied he was quite willing on condition he received 50 francs. He is still waiting for the money. Future generations will be condemned to live in ignorance of the charms of his voice unless he forgoes his claim.

AFRO-EGYPTIAN.

The total number of steamers that called here during the year was 567, with a total net tonnage of 481,291 tons, as compared with 599 steamers in 1908, with a total net tonnage of 483,151 tons. Of the steamers that called: 361 were British, 9 German, and 177 small Japanese and Chinese coasting boats; the total net tonnage of the last being 22,981.

The above figures do not include Admiralty colliers and Government transports.

AFRO-EGYPTIAN.

50,000 fir trees were planted out on the Island last year, as compared with 150,000 in 1908.

It is intended to plant out 500,000 this year, which number together with those planted in previous year, will more than cover the south side of the Island. It is hoped that the whole of the Island, which is Government property, will be covered with fir trees by 1920.

As has been pointed out before, the afforestation of the hills on the mainland would much improve the appearance of the Territory and would have a beneficial effect on the rainfall.

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knows no equal. All Complaints and Diseases will
be relieved by this Remedy. Price 1/- per box.
MARTIN, Chemist, Southampton, Eng.

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FOORTHCOMING EVENTS.
Saturday, 23rd July—Annual Promenade Concert at Kowloon Cricket Club, 8 P.M.
Tuesday, 9th August—Eighty-Eighth Ordinary Half-Yearly Meeting of Hongkong, Canton and Macao Steamboat Co., Ltd., Noon.

SHIPPING.

ARRIVALS.

ARABIA, German str., 4,403, C. Neumann, 17th July—Foolow, 15th July, General—Hamburg-American Line.
CHENAN, British str., 1,350, L. Jones, 17th July—Shanghai 14th July, General—Butterfield & Swire.
EUUME, British str., 838, H. Nelson, 17th July—Saigon 15th July, Rice & Barretto & Co.
GLENKARN, British str., 2,885, W. J. Huntington, 17th July—Singapore 10th July, General—Shewan, Tomes & Co.
HYSON, British str., 4,232, I. A. Davies, 17th July—Shanghai 15th July, General—Butterfield & Swire.
KWANGSE, British str., 1,203, C. Plunkett Cole, 17th July—Saigon 14th July, Rice & Barretto & Co.
LOONGSANG, British str., 1,092, Wheeler, 18th July—Macao 15th July, General—Jardine, Matheson & Co.
MISHIMA MARU, Japanese str., 2,345, A. E. Moses, 16th July—Shanghai 15th July, General—Nippon Yusen Kaisha.
NETHERLEY, British str., 1,234, J. Sim, 18th July—Macao 12th July, Coal-Order.
POLYESTER, 3,143, French str., Bruno, 18th July—Marseille 19th June, Mails and General—Messageries Maritimes.
SILESIA, Austrian str., 3,540, E. Radonich, 18th July—Singapore 12th July, General—Sandor, Wielker & Co.
STENTON, British str., 4,503, A. D. Baker, 17th July—Liverpool 12th June, General—Butterfield & Swire.
TONKIN, French str., 3,084, Charbonnel, 18th July—Yokohama 9th July, General—Messageries Maritimes.
ZAFIRO, British str., 1,618, R. Rodger, 18th July—Macao 16th July, Hemp, Sugar and General—Shewan, Tomes & Co.

CLEARANCES
AT THE HARBOUR MASTER'S OFFICE.

Amigo, German str., for Swatow.
Arabia, German str., for Singapore.
Haitan, British str., for Swatow.
Hanoi, French str., for Pakhoi.
Holstein, German str., for Samarn.
Japan, British str., for Singapore.
Clevallach, British str., for Amoy.
Polynesian, French str., for Shanghai.
Tonkin, French str., for Europe, &c.

DEPARTURES.

18th July.
CHENAN, British str., for Canton.
HUCHOW, British str., for Canton.
KWONGSANG, British str., for Shanghai.
MEEFOO, Chinese str., for Canton.
SUNGKANG, British str., for Cebu.

SHIPPING REPORTS.
The German str. *Arabia* reports: Moderate S.W. wind.
The British str. *Loongsang* reports: Unsettled moderate S.W. winds and rain.
The British str. *Netherley* reports: Unsettled light variable winds and rain at times.
The British str. *Euume* reports: Moderate monsoon and fine weather throughout passage.

VESSELS IN DOCK.

July 18th.

KOWLOO DOCK—Huanghe, Gloria, Merapi.
TAIKOO DOCK—Union Hephaestus, Shasti.

PASSENGERS ARRIVED.

Per *Loongsang*, from Manila, Mr. Lew's and daughter Miss L. Wilcox, Messrs. G. Cowan, H. S. Walker, J. A. Hamilton, V. Gutteridge and M. Dixon.

Per *Polynesian*, for Hongkong, from Colombo, Mr. A. B. Stewart and Miss Alice Hope; from Singapore, Mr. Li Youchun, Madame Peano, Madame Peter and servant; from Saigon, Mr. Rubens and Mr. Napeestock; for Shanghai, from Marseilles, Mr. Chau; from Singapore, Mr. Clean, Mr. Y. G. Sydney and Mr. H. G. Philip; from Saigon, Madame Tahso and Mr. Dusunior; for Kobe, from Saigon, Madame Tsubanui, Ochiai; for Yokohama, from Singapore, Mr. J. Wright, Madame Coileux, Mr. Brooks and Mr. Lecker, from Saigon, Mr. Tunn.

Per *Tonkin*, for Hongkong, from Yokohama, Mr. John Arthur; from Kobe, Mr. John W. Eriksen, Mr. Mintzitz and Mr. Wiesheit; from Shanghai, Mr. Kao P. Swanson, Mr. S. W. Cartwright, Monsignor Raymond, Rev. P. Agostini; for Saigon, from Kobe, Mr. Yusa; from Shanghai, Mr. Fingleton, Mr. Ito, and Mr. Robert; for Singapore, from Kobe, Messrs. Matsubara, Minami, Yamashita and Tamaguchi; from Shanghai, Mr. Y. Cavi; for Djibouti, from Shanghai, Mr. Meslin; for Marseilles, from Kobe, Mr. Dubaskey; from Shanghai, Mr. and Mrs. Potel, and Mr. Meslin.

PASSENGERS EXPECTED.

Per M.M. str. *Australien*, from Marseilles, July 3, to Hongkong—Mr. B. W. Grey.
Per P. & O. str. *Marmora*, connecting with the str. *Aztec* at Colombo, from London, June 17, to Hongkong—Mr. D. Brennan, Mr. and Mrs. W. L. Beaumont.
Per P. & O. str. *Maree*, connecting with the str. *Demeter* at Colombo, from London, July 1, to Hongkong—Mr. H. West.
Per P. & O. str. *Nore*, from London, July 30, to Hongkong—Mrs. Miss P. and the Master E. and W. Jolly.
Per N.D.L. str. *Prinz Ludwig*, from Hamburg, June 16, to Hongkong—Mrs. B. Gossen, and family; from Southampton, June 21, Mr. C. J. Thompson; from Genua, June 30, Mr. del Saz E. del Saz Orozco and family, Mr. J. del Saz Orozco and Mr. K. Boyson.

STEAMERS PASSED THE CANAL.
July 1st—*Benedicta*, Nubia, Welsh Prince, Yangtze, Mongolia, 5th—*Penlaurer*, Camaroonshire, Monmouthshire, Lancaster Castle, *Prinz Ludwig*, *Sambia*, *Titan*, 6th—*Australien*, *Dioned Patavan*, *Atitlantic Maru*, *Pelorus*, *Prinz Adel Friedrich*, 12th—*Japan*, *Sivria*, *Spesia*, *Tormenta*, 15th—*Hector*, *Idomenus*, *Intrada*, *Fera*, *Senegambia*, *Buruga*, *Ten*, *Kat*, *Yunn*.

ARRIVALS AT HOME.

July 15th—*Ajax*, Austria, Belgravia, Enrol, *Silesia*, *Patricia*, *Tango Maru*.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	ROUTE.	CAPTAIN.	FOR FREIGHT APPLIED TO	TO BE DESPATCHED
LONDON, HAMBURG & ANTWERP	GLENLOUGH	Brit. str.		G. W. Gordon, R.N.R.	SHEWAN, TOME & CO ...	On 22nd inst.
LONDON & C. VIA USUAL PORTS OF CALL	DELHI	Brit. str.		A. G. Cubitt, R.N.R.	P. & O. S. N. CO. ...	On 23rd inst. at Noon
LONDON & ANTWERP VIA SINGAPORE, &c.	SOMALI	Brit. str.		Bremmer	P. & O. S. N. CO. ...	On 23rd inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SITHONIA	Ger. str.		K. W. Seeh	HAMBURG-AMERIKA LINIE	On 10th Aug.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SEGOVIA	Ger. str.			MELCHERS & CO. ...	End of Aug.
COPENHAGEN & ST. PETERSBURG	INDIEN	Dan. str.			MELCHERS & CO. ...	End of July.
COPENHAGEN	SIAM	Dan. str.			MELCHERS & CO. ...	On 25th inst.
BAVARIA & HAMBURG VIA STRAITS, &c.	BRASILIA	Ger. str.		Filie	HAMBURG-AMERIKA LINIE	On 17th Aug.
BAVARIA & HAMBURG VIA STRAITS, &c.	ATSUWA MARU	Jap. str.		W. Dohren	HAMBURG-AMERIKA LINIE	On 17th Aug., at D'light
MARSEILLE, LONDON & ANTWERP VIA SINGAPORE, &c.	SCANDIA	Ger. str.		Wm. Thomas	NIPPON YUSEN KAISHA	Tuesday, at 1 P.M.
MARSEILLE, LONDON & ANTWERP VIA SINGAPORE, &c.	TOKIWA	Fr. str.		Charbonnel	MESSEGERIES MARITIMES	To-morrow, at Daylight
MARSEILLE & HAMBURG VIA STRAITS, &c.	MISHIMA MARU	Jap. str.		A. E. Moses	NIPPON YUSEN KAISHA	29th inst.
MARSEILLE & HAMBURG VIA STRAITS, &c.	MICKELSBURG	Ger. str.		Malshaw	HAMBURG-AMERIKA LINIE	On 3rd Aug., at D'light
MARSEILLE & HAMBURG VIA STRAITS, &c.	KAGA MARU	Jan. str.		M. Hagiwara	NIPPON YUSEN KAISHA	1st Sept.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	SAXONIA	Ger. str.		Bahle	HAMBURG-AMERIKA LINIE	On 27th inst., at 10 A.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	LUETZOW	Aus. str.		W. Berling	MELCHERS & CO. ...	On 27th inst., P.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	PERSEA	Brit. str.		P. G. Gurgevich	SANDER, WIELER & CO.	On 23rd inst.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	INDRADEO	Brit. str.		W. H. Lee	JARDINE, MATHESON & CO., LTD.	On 30th inst.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	GRANADA	Brit. str.			DODWELL & CO., LTD.	About 6th Aug.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	WRAY CASTLE	Am. str.			SEWAN, TOME & CO.	On 6th Aug., at 6 P.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	EMPEROR OF JAPAN	Brit. str.			CANADIAN PACIFIC R. CO.	On 16th Aug., at Noon
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	MONTRAL	Brit. str.			CANADIAN PACIFIC R. CO.	To-day, at 4 P.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	IMPERIA	Brit. str.		K. Kawara	NIPPON YUSEN KAISHA	On 26th inst.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	ATMERIC	Brit. str.		J. Royd	CANADIAN PACIFIC R. CO.	On 16th Aug., at 4 P.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	AMERIC	Brit. str.		K. Sato	NIPPON YUSEN KAISHA	On 16th Aug., at Noon
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	CHICAGO MARU	Jap. str.		I. Goto	OSAKA SHOSEN KAISHA	On 25th Aug., at Noon
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	KYO MARU	Jap. str.		G. W. Eddy	TOYO KISEN KAISHA	On 27th Aug., at 4 P.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	CHONGSHING	Brit. str.		F. Leeks	BUTTERFIELD & SWIRE	On 5th Aug., at Noon
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	HUCHOW	Brit. str.		N. Mathieson	NIPPON YUSEN KAISHA	On 13th Aug., at D'light
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	YUNNAN	Brit. str.		F. Isaacs	NIPPON YUSEN KAISHA	On 21st inst., at Noon
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	SILESIA	Aus. str.		P. O. S. N. CO.	WILDER & CO.	About 26th inst.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	BINGO MARU	Jap. str.		F. Winkler	JARDINE, MATHESON & CO., LTD.	On 3rd Aug., at Noon
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	CHOBUN MARU	Jap. str.		J. B. v. Damme	JAVA-CHINA-JAPAN LINE	Quick despatch.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	PRINZ WALDEMAR	Ger. str.		V. McLennan-Liddell	BUTTERFIELD & SWIRE	On 21st inst., at 4 P.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	PRINZ WALDEMAR	Ger. str.		E. Forsyth	SANDER, WIELER & CO.	To-morrow, at 4 P.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	PRINZ WALDEMAR	Ger. str.		F. J. Fox	JARDINE, MATHESON & CO., LTD.	On 21st inst., at Noon
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	PRINZ WALDEMAR	Ger. str.		P. O. S. N. CO.	WILDER & CO.	About 27th inst.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	PRINZ WALDEMAR	Ger. str.		H. Koops	HAMBURG-AMERIKA LINIE	On 28th inst.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	PRINZ WALDEMAR	Ger. str.		Y. Yamamoto	MELCHERS & CO. ...	End of July.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	PRINZ WALDEMAR	Ger. str.		V. Yamamoto	HAMBURG-AMERIKA LINIE	12th Aug.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	PRINZ WALDEMAR	Ger. str.		A. E. Hodges	JAVA-CHINA-JAPAN LINE	Quick despatch.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	PRINZ WALDEMAR	Ger. str.		J. W. Evans	P. & O. S. N. CO. ...	About 27th inst.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	PRINZ WALDEMAR	Ger. str.		A. E. Hodges	OSAKA SHOSEN KAISHA	To-morrow, at Noon.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	PRINZ WALDEMAR	Ger. str.		Douglas LaPrairie & Co.	OSAKA SHOSEN KAISHA	On 24th inst., at 10 A.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	PRINZ WALDEMAR	Ger. str.		Douglas LaPrairie & Co.	OSAKA SHOSEN KAISHA	To-day, at 10 A.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	PRINZ WALDEMAR	Ger. str.		Douglas LaPrairie & Co.	OSAKA SHOSEN KAISHA	On 25th inst., at 10 A.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	PRINZ WALDEMAR	Ger. str.		Douglas LaPrairie & Co.	OSAKA SHOSEN KAISHA	To-day, at 3 P.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	PRINZ WALDEMAR	Ger. str.		Douglas LaPrairie & Co.	OSAKA SHOSEN KAISHA	On 26th inst., at 3 P.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	PRINZ WALDEMAR	Ger. str.		Douglas LaPrairie & Co.	OSAKA SHOSEN KAISHA	On 27th inst., at 4 P.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	PRINZ WALDEMAR	Ger. str.		Douglas LaPrairie & Co.	OSAKA SHOSEN KAISHA	On 28th inst., at 4 P.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	PRINZ WALDEMAR	Ger. str.		Douglas LaPrairie & Co.	OSAKA SHOSEN KAISHA	On 29th inst., at 4 P.M.

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ASSAYE	8 A.M., 22nd July	Freight and Passage.
LONDON, VIA USUAL PORTS	DELHI	Noon, 23rd July	See Special of Call.
TAKAO, SHANGHAI, PUKOW, AND MOJI	BANCA	About 27th July	Freight only.
LONDON and ANTWERP	SOMALI	3 P.M., 28th July	Freight and Passage.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSHALLS	Capt. A. G. Cubitt	July	Passage.
SHANGHAI, MOJI, KOBE, NUBIA and YOKOHAMA	Capt. F. J. Fox	About 28th July	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 19th July, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	On 19th July, 3 P.M.
ILIGO & JEBU	"SUNGXIANG"	On 19th July, 4 P.M.
TSINGTAU, CHEFOO & NEWCHANG	"YUNNAN"	On 20th July, 4 P.M.
CHEFOO & TIENTSIN	"HUICHOW"	On 21st July, 4 P.M.
SHANGHAI	"CHENAN"	On 21st July, 4 P.M.
SHANGHAI	"LINAN"	On 24th July, Daylight
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, B里斯, BANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 27th July, 4 P.M.
DIRECT SAILINGS TO WEST RIVER, Twice Weekly.		
S.S. "LINTAN" and S.S. "SANUI".		

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. A duly qualified Surgeon is carried.

REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

SHANGHAI LINE

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI", "CHINAN", "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passenger must embark before Mid-night on SATURDAY for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 19th July, 1910.

TELEPHONE 36.

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INDO-CHINA S. NAV. CO., LTD.

FOR	STEAMERS	TO SAIL
SANDAKAN	"LAUSANG"	Tuesday, 19th July, 4 P.M.
MANILA, KOBE & MOJI	"LOONGSANG"	Friday, 22nd July, 4 P.M.
TIENTSIN	"KUTSANG"	Tuesday, 26th July, Noon.
SINGAPORE, PENANG & CALCUTTA	"CHEONGSHING"	Tuesday, 26th July, Noon.
MANILA	"NAMSANG"	Thursday, 28th July, Noon.
	"YUENSANG"	Friday, 29th July, 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG", "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang Telephone No. 215, Sul. Exch. 4.

Taking Cargo on Through Bills of Lading to Kudat, Lahad, Data, Simporna, Tawau, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., GENERAL MANAGER.

Hongkong, 19th July, 1910.

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EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOK

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
HONGKONG, YOKOHAMA and KOBE	"INDIEN"	End of July.
COPENHAGEN	"SIAM"	End of July.
COPENHAGEN and ST. PETERSBURG	"INDIEN"	End of August.

For Further Particulars apply to MELCHERS & CO., AGENTS.

Hongkong, 2nd July, 1910.

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DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

Occupying 9 to 10 Days.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAITAN"	Capt. J. W. Evans	TUESDAY, 19th July, at 10 A.M.
"HAIYANG"	Capt. A. E. Hodgins	SATURDAY, 23rd July, at 3 P.M.
"TAICHING"	Capt. W. C. Passmore	TUESDAY, 26th July, at 10 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIYANG"	Capt. A. E. Hodgins	WEDDAY, 20th July, at 10 A.M.
"HAIMUN"	Capt. A. H. Stewart	THURSDAY, 21st July, at 10 A.M.
		SUNDAY, 24th July, at 10 A.M.

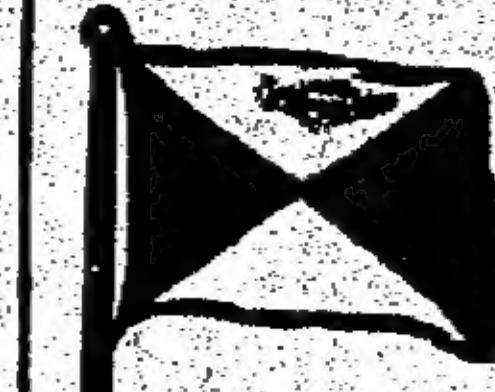
The s.s. "Haiyung" will not call at Swatow. Steamers will arrive at, and Depart from the Company's Wharf (near Blake Pier).

During the Months of July, August and September, a Special Reduction of 20% on Fares to Foochow and Return will be Allowed.

For Freight and Passage apply to DOUGLAS, LAPBAIK & CO., GENERAL MANAGERS.

Hongkong, 16th July, 1910.

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CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	A. France	Manila	On 25th July, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 30th July, Noon.
For Freight or Passage apply to Hongkong, 18th July, 1910.			SHIWEI, TOMEI & CO.	General Managers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago. Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA VIA KEELUNG, MOJI, KOBE AND YOKO-	"CHICAGO MARU"	6,162	WED'DAY, 10th Aug., at Noon.
HAMA	"TACOMA MARU"	6,178	WED'DAY, 7th Sept., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING & TAKAO VIA SWATOW & AMOY	"JOSHIN MARU"	WED'DAY, 20th July, at NOON.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	"CHOSHUN MARU"	THURSDAY, 21st July, at Noon.
TAMSUI VIA SWATOW, & AMOY	"DAIJIN MARU"	SUNDAY, 24th July, at 10 A.M.

Special Reduction of 20 per cent will be allowed to 1st and 2nd Class Passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, MANAGER.

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THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,

BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUIT, LONDON, E.C. TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS SIBERIAN RAILWAY.

TICKETS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

